

EARLY DAYS OF THE HALL BROTHERS

In November LOG CHIPS we promised to describe in a future issue the early activities of the Hall Brothers, who were the leading shipbuilders of the state of Washington between 1874 and 1903. Much of the following material is from Bigelow's 'Narrative History of the Town of Cohasset,' (1898) and Davenport's 'Genealogies of the Families of Cohasset' (1909), which contains a chapter 'Cohasset's Deep Sea Captains' by Edmund P. Collier.

The story starts with James Hall, son of Richard Hall of Boston, who married Mary Lincoln of Hingham, a farmer's daughter, and died about 1788. His sole claim to fame is in being great-grandfather of the Hall Brothers. He had four children, the oldest named James, who was born in the part of Hingham that is now Cohasset in February 1749/50. He joined Peddock's Artillery in Boston in pre-Revolutionary days, his company commander being Henry Knox. The company was called up for the Revolution; Knox became a general under Washington, and James Hall rose to the rank of captain, serving at Bunker Hill, Saratoga, White Plains, Valley Forge, and Yorktown. In 1786 he married the widow of his second cousin, Allen Lincoln. Persis Tower had married Allen Lincoln in 1775 when she was 16, and her husband had marched off to war a year later and had died in prison at Halifax, N.S., in 1773.

James lived in his father's house at Cohasset, and he and Persis had 9 children, of whom the third was George Hall, born 29 Jan. 1791; he married Cynthia Collier of Scituate in 1816. Three years later James Hall was killed in a fall from an upper story window in Boston. George Hall followed the sea, and soon rose to command. It is told that on a voyage to the Mediterranean he was boarded by a pirate, and he and his crew were being lined up for the usual plundering when the pirate captain discovered that Capt. Hall was a brother Mason and thereupon released him.

In 1828, Captain George Hall settled down in Cohasset as skipper of a Boston-Cohasset packet sloop. George and Cynthia had 15 children, including two sets of twins. Their oldest son James (1817-70) also was a master mariner. At 22 he com-

manded the schooner INDUSTRY. Later he had the STRANGER, ALBION, JAMES A. IRE, and Wm. G. ANDERSON, and was killed aboard the ORION off Cape Horn by a boarding sea.

Isaac (1819-1873) was the second child. He married Catherine M. Hooper of Medford in 1844; she died in 1858. Isaac Hall had children born at Medford in 1845 and 1847 and at Cohasset in 1849 and 1852; he was a selectman of Cohasset in 1860.

The fifth child, George (1822-), had a twin sister, Cynthia; he was also apprenticed as a shipwright at Medford. The eighth child was Abraham (1825-1899); he married Ann Maria Murray of Damariscotta and they had two children.

Henry Knox (1830-1909) was the 11th child. He, too, was trained as a shipwright, and he married Elizabeth B. Bryant of Chelsea. Winslow G. and his twin sister Sally were the 12th and 13th children. Winslow followed the trade of calker and also studied ship drafting. He never married, and later in San Francisco was closely bound to the family of his brother Abraham, and thus it came about that he took into his firm George E. Billings, who had married his beautiful niece, Maria.

It must have been in 1848 that Isaac Hall returned to Cohasset from Medford and set up a shipbuilding business. His brother George seems to have been associated with him in this, and the following vessels were built:

	tons	owners
1849 ORIOLA	Sch 85	Caleb Lothrop
1849 EUROPA	Bark 397	G.N. Fairbanks
1850 GREENWICH	Ship 787	G.N. Fairbanks
1850 CAMILLA	Sch 80	I. & G. Hall
1851 MC CLOUD	Sch 80	A. H. Tower
1851 J. A. JESURON	Brig 150	Kettell & Vose
1852 MARY HALL	Sch 66	Hall Bros.
1858 WENONAH	Sch 96	A. M. Tower
1860 FOREST OAK	Sch 112	A. H. Tower
1861 PETERLESS	Sch 85	I. Hall et al.

CONTENTS OF THIS ISSUE

J. M. BAYLES OF PORT JEFFERSON.....	111
CURRENT BIBLIOGRAPHY.....	113
SAILING SHIP NEWS.....	113
BOOK REVIEWS:	
HARLAN-FISHER "Walking Beams".....	113
HILL "Shipshape; Bristol Fashion".....	114
THREE-MASTED SCHOONERS (Continued).....	115
GERMAN-BUILT IRON & STEEL SAILERS.....	117

1865 KATIE HALL Sch 71 A.H.Tower
1866 MORNING STAR Sch 81 John Bates

The GREENWICH was the largest vessel ever built in Cohasset. The EUROPA was sold by Fairbanks in January 1850 to the Stone, Silsbee & Pickman interests of Salem, and in 1853 was resold to Edgartown to become a whaler. She had painted ports, which distinguished her during her long years in the whale fishery from the 'black EUROPA,' built at Mattapoissett in 1851.

From his statements to the Census investigator Henry Hall in 1881, it appears that Henry K. Hall was associated with his two older brothers at Cohasset in the building of the Fairbanks vessels. But Fairbanks died about this time, and thereafter the Cohasset yard built only fishing schooners. Henry K. moved back to Boston, became associated with the Boston Navy Yard, and during the Civil War period was transferred to Mare Island.

One incident involving Isaac Hall during this period has been recorded by Collier. During the depression of the late '50's, a Cohasset captain, Joseph H. Smith in the ship SARAH, was at Buenos Aires without a return cargo. So he decided to sail to Turks Island, where a speculative cargo of salt could always be obtained. There had recently been a tidal wave at Turks Island, and as a further speculation Capt. Smith bought two half brigs, the RIVER BELLE and MUNGO PARK, which had been washed up on the beach. Returning to Cohasset, Capt. Smith shipped a crew of likely mechanics, enlisted the aid of Isaac Hall, and sailed back to Turks Island. The SARAH's crew succeeded in floating the two stranded brigs, and turning the SARAH over to his chief mate Capt. Smith sailed the MUNGO PARK back to Boston, while Isaac Hall sailed back the RIVER BELLE. This must have been in 1859, as the RIVER BELLE, a 180-ton vessel built at Parrisboro, N.S., in 1857, is still listed in "American Lloyd's" for 1862 with Isaac Hall as master and last survey at Boston in October 1859.

Meanwhile, Abraham Hall and another brother, Samuel C. Hall (1829-), had both moved to California. Abraham entered into partnership at San Francisco with J.W. Miller as Miller & Hall, hay & grain merchants, while Samuel settled at Sacramento, shipping to his brother's firm. Winslow also came out to California and apparently entered into his brothers' employ. In 1864 they needed a schooner to carry their

flour and grain. A few years later they probably would have built their own, but in 1864 they decided to take advantage of the favorable exchange situation then existing between hard-money California and the war-inflated East, and Winslow was sent to Boston to buy a suitable vessel. He selected the 71-ton JOHN D. SANBORN, built at Essex that year for Gloucester owners. He registered her at Boston in Nov. 1864 with himself as master and sole owner, and took her around the Horn to San Francisco, where she was documented in May 1865 with Winslow, Samuel, and Abraham each owning 1/3. Abraham later acquired Samuel's 1/3, and in March 1867 sold 1/6 to Winslow for \$500, making them each owners of 1/2. Although chiefly used in the coasting trade, the J. D. SANBORN made one foreign voyage for the Halls, sailing on 29 Sept. 1867 for La Union, in what is now El Salvador, with a \$5800 cargo consisting mostly of 2600 quarter sacks of flour but including also consignments of macaroni, red wine, tinned bread, and firecrackers. The SANBORN was sailed by Winslow Hall until April 1869, when she was sold to Lemmen Meyer.

Meanwhile, Isaac Hall was also California-bound. After completing the MORNING STAR for John Bates, he was given command of Bates' schooner FRANCIS L. STEELE, a 79-ton vessel built at Salisbury, Mass., in 1862 and owned by Bates since May 1865. Isaac Hall made a smart summer passage round Cape Horn in her, as he took out his register at Boston on 14 Nov. 1866 and exchanged it for an enrollment at San Francisco on 29 March 1867; these dates indicate a gross time of not more than 135 days, which would be an average passage for a 1500-ton squarerigger. Isaac also took his schooner on a foreign voyage, sailing on 30 Sept. 1867 (the day after brother Winslow in the SANBORN) for La Paz, on the tip of Lower California, with a \$14,000 cargo of flour, rice, sugar and other necessities of life for that arid little pearl-fishing center, and an additional \$8000 consignment of drygoods for Tahiti. The STEELE was back in San Francisco by December, when she was sold to E. Everett Smith, Leonard Hull, and James M. Bean, after which Isaac Hall seems to have settled down in San Francisco as a shipwright.

The seafaring experience of Isaac and Winslow and their familiarity with the New England fishing schooner undoubtedly contributed greatly to their later success as designers and builders on Puget Sound.

J. M. BAYLES OF PORT JEFFERSON

Brookhaven, on Long Island, is best known today as the site of the Atomic Energy Commission laboratory, but there is a good deal more than that to it. Brookhaven is the largest township on Long Island, and stretches right across the island. On the Sound shore it includes Old Man's (now Mt. Sinai), Drowned Meadow (now Port Jefferson) part of Stony Brook, Setauket, Conscience Bay, and Flax Pond Bay. On the south or Atlantic shore it includes a large portion of Great South Bay, with Patchogue. Patchogue was recognized fairly early as a ship-building center, and the chances are that any vessel listed as built at "Brookhaven" (as are a good many before 1850) was actually from the Port Jefferson region.

The principal builders at Port Jefferson were members of the Bayles family, whose name is still found in the 'Coast Pilot' in connection with Bayles Wharf there. We are indebted to LCdr A. J. L. Parker for most of the following material on the Bayles ship-building at Port Jefferson.

Elisha Bayles, a merchant, moved from M. Sinai to Drowned Meadow in 1809. A staunch Democrat, he was instrumental in changing the name of the village to Port Jefferson, thereby tending to offset Port Washington farther up the Sound. Two of Elisha's son were named James M. (18 Jan. 1815-cl 1888) and C. Lloyd. James as a boy, between session of school, made short voyages in firewood sloops to New York City; later he shipped in coasters to Newbern, Savannah, and Mobile. In 1836 he and his brother began shipbuilding in a small way, and in 1838 he married Desire Ann Hawkins of Setauket.

The early Bayles products were mostly wood sloops, which they sailed themselves until finding a buyer. From "American Lloyd's" for 1862 we have culled the following incomplete list of their production, and there are many more Port Jefferson- or Brookhaven-built vessels listed for which no builders are indicated: builders

1846 RIO GRANDE	Sch 84 J. Bayles
1847 TELEGRAPH	Sch 143 J.M. & C.L.
1849 STEPHEN H.	

	TO INSEND	Sch 182	J.M. Bayles
1850	C. J. BAYLES	Sch 154	J.M. & C.L.
1851	MARIA T. DAVIS	Sch 195	J.M. & L.
1852	JAMES H. BAYLES	Sch 185	J.M. & C.
1852	STEPHEN TABOR	Sch 304	J.M. & C.
1852	BRUCE	Sch 254	J.M. & C.L.
1854	HENRY JAYNES	Sch 260	J.M. & I. C.
1854	BENJ. N. HAWKINS	Sch 369	Bayles
1854	M. H. READ	Sch 160	J.M. Bayles

1855	MOON LIGHT	Sch 280	J. M. Bayles
1855	REINDEER	Sch 197	C. L. Bayles
1855	EDWARD SLADE	Sch 108	C. L. Bayles
1856	MARY E. JONES	$\frac{1}{2}$ Brig 275	J. M. Bayles
1856	YANKEE BLADE	$\frac{1}{2}$ Brig 320	C. L. Bayles
1856	SUSAN E. JAYNE	Sch 162	C. L. Bayles
1856	E. A. CONCKLING	Sch 285	J. M. Bayles
1856	ANNA SHEPARD	Sch 185	J. M. Bayles
1856	VILLAGE QUEEN	Sch 220	D. T. Bayles

Who D.T. Baylies was, we have not yet discovered, but he also built the 390-ton half-brig HELEN M. ROWLEY in 1867. It is apparent by the above list that by the middle '50's Port Jefferson, like Belleville, N.J., was turning out large coasting schooners for New York firms. Out of the "high rent district" and drawing on good local supplies of hardwood timber, the country yards could underbid the metropolitan builders without strain, so that the latter concentrated on repair work after 1855.

In 1863, James M. Bayles commenced to build independently of his brother, taking his son James E. Bayles into partnership. C. Lloyd seems also to have carried on a

while with his son, but the only vessel he produced after 1860 that we have so far identified was the 425-ton half-brig LEWIS L. SQUIRES, built by C. L. Bayles & Son in 1868.

The following is the list of vessels
built by James M. Bayles & Son at Fort Jef-
ferson, N.Y., up to the end of commercial
sailing vessels:

1	ANNIE LEWIS	Sch	313	9 July 1863
2	ANNA W. COLLINS	Sch	209	27 Apr 1864
3	JULIA E. WILLETS "		243	2 July 1864
4	JULIA A. RIDGE	Sch	273	10 Dec. 1864
5	ANNIE V. BERGFEN	Sch	184	10 Jan. 1865
6	KATIE J. HOYT	Sch	220	31 Aug. 1865
7	ANN E. VALENTINE	Sch	316	25 Aug. 1866
8	CIRCLE	Sch	42	15 May 1867
9	MATILDA BROOKS	Sch	333	23 July '67
10	GEORGE H. MILLS	Sch	296	28 Aug. 1867
11	SUSAN BERGEN	Brig	247	27 Aug. 1868
12	CARLB	Park	294	30 Oct. 1868
13	HENRY A. TABER	Sch	129	19 June '69
14	JENNIE ROSALINE	Sch	342	25 Aug. 1870
15	ALERT	Sch	43	4 June 1870
16	MILLIE FRANK	Sch	61	27 Sept. 1870
17	HENRIETTA	Sch	30	28 June 1871
18	THOMAS P. BALL	Sch	430	1 Aug. 1871
19	THYRA	SS	205	23 Dec. 1871
20	NOMAD	Bark	476	18 Apr. 1872
21	ADA RHAME	Sloop	25	29 May 1872
22	ELIZA RHODES	Sloop	25	13 June '72
23	WAL. H. KWEENEY	Sch	314	29 Apr. 1873
24	MARY EMMA	Sch	52	12 June '73
25	DE MORY GRAY	Sch	276	25 Nov. 1873
26	ROSA EPPINGER	Sch	293	6 May 1874
27	ANNIE A. BOOTH	Sch	208	3 June 1874

28 CLARA E. BERGTEN	Sch	381	17 Sep. 1874	ber; homeward, mahogany and coday. The logs
29 JAMES E. BAYLES	Sch	413	24 Nov. 1874	were squared and ranged up to 5 ft. The
30 MANUEL R. CUZA	Sch	298	27 Nov. 1875	LAGUNA brought back the largest stick of
31 WILLIAM E. CLOWES	Sch	438	2 Dec. 1875	mahogany landed in New York up to the time.
32 ELEANOR	Sch	350	30 May 1876	She was still a 'hand puller' then, her gas
33 HORATIO	Ship	349	3 July 1877	hoisting engine not being installed till
34 FLEETWING	Bark	328	9 Oct. 1877	later, and with three straps around the
35 COMET	Sch	301	24 Nov. 1877	piece and powerful purchases rigged to the
36 JIMMIE	Sch	30	24 June '78	windlass and two capstans it took half an
37 NELLIE FLOYD	Sch	457	13 Mar. 1879	hour of heaving to get the stretch out of
38 H. & J. BLENDERMANN	Sch	419	2 Dec. 1879	the lines.
39 GRACIE N.	Sch	415	31 Jan. 1880	The LAGUNA averaged 2½ to 3 months for
40 TRANSIT	Sch	36	14 May 1880	a round trip in this trade, but once com-
41 CHATHAM	Sch	113	10 July '80	pleted a round in just two months. She
42 WACAMAW	Sch	459	3 Aug. 1881	was lost near Cardenas, Cuba, on 17 Nov.
43 ATALANTA	Brig	371	19 Dec. 1881	1921; Capt. Ed. Post Bayles, now in his 78th
44 WHITBY	Slp. Yct	30	6 June 1882	year, runs the yacht landing at Port Jef-
45 LILLIE HOLMES	Sch	428	28 Sep. 1882	erson.
46 OCEAN CHILD	Sch	37	22 Nov. 1882	After 1891 the Bayles yard specialized
47 NELLIE W. CRAIG	Sch	492	2 Aug. 1883	in yachts, particularly steam and motor
48 NETTIE SHIPMAN	Sch	338	10 Oct. 1884	yachts of moderate size. The following is
49 CITY OF BRIDGEPORT	SS	518	Aug. 1886	a list of all their output of 100 tons and
50 OSTREA	SS	97	1887	upward during this period:
51 ARVESTA	Sch	504	15 Dec. 1888	1896 GIRALDA Stm. Yacht 184 tons
-- PERCY & LILLIE	Sch	503	25 Aug. 1890	1901 ZORAYA Stm. Yacht 129
-- LAGUNA	Sch	385	18 Aug. 1891	1907 FRANK T. LANE SS 169
				1911 OSIRIS Gas Yacht 137

In addition to the above, various registers credit J.M. Bayles & Son with being builders of the LILSIE A. BAYLES, a 296-ton 3m. schooner owned and commanded by C.A. Bayles; she was built in 1883.

Among the vessels listed above, the bark CARIE was built for Capt. John Moore for a New York-St. Croix packet. She had an elegantly fitted cabin, and reputedly cost over \$45,000. The HORATIO and FLEETWING were New Bedford whalers, and the W.E. CLOWES was a three-masted topsail schooner with a complicated raffee rig.

The steamer THYRA, named for a Danish princess, had an experimental Fowler patent wheel. It was a failure, and was replaced. The NELLIE FLOYD and GRACIE N. were built for Floyd & Newins of New York to run in E.D. Huriburt & Co.'s packet line to Port Bluff and Georgetown, S.C. The WACAMAW and ARVESTA were also built for the naval stores trade with South Carolina.

The LAGUNA was built to be commanded by Capt. S.S. Bayles, formerly of the MANUEL R. CUZA. She carried 600 tons and cost \$29,000. She was intended for trade with Laguna de Terminos, which is about 80 miles SW of Campeche. Capt. Samuel S. Bayles had her only a short time when he became ill and his son, Capt. Ed. Post Bayles, took her. Capt. Ed. Post made 59 round trips to Mexico in the LAGUNA. Outward the cargoes were flour, lard, beef, case oil, and pine lum-

During this period, also, the Bayles yard did a good deal of repair work for the New York area on its marine railway. In 1917 the Bayles interests sold the plant, which was incorporated as the Bayles Shipyard Inc. and converted to steel construction. James E. Bayles died in his 88th year on 21 March 1929. The Bayles yard entered into several contracts with the Emergency Fleet Corporation for ocean-going tugs and small steel freighters, but few were completed. The yard was reorganized as the New York Harbor & Drydock Corp. in 1919. Its production was as follows: (renamed)

1919 OSIRIS	Stl. SS	3165	CANONNIER
1919 BASSWOOD	Stl. Tug	426	GEO. C. GREER
1919 EASTROP	Stl. Tug	426	STANDTUG No. 1
1921 BEEZELAKE	Stl. SS	3285	REDMAN
1920 ANANIAS	Tnkr	863	
1921 CONIMICUT	Stl. SS	3285	REDBIRD

The CANONNIER was finished for the Lloyd Royal Belge, and the REDMAN (which also was named CLOVERCROCK) and REDBIRD were completed for the ownership of the Port Jefferson Shipyard Corp. and managed by the Munson Line.

The site of the Bayles shipyard is now occupied by the storage tanks of the Sinclair and Socony oil companies. The principal industry at Port Jefferson now, says the Coast Pilot, is the dredging and shipping of sand and gravel.

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- HENDERSON, Daniel, "Windjamming for sea elephants," Motor Boating, pp. 22-23, 92-93, Dec. 1951. Ill. Tasmanian bark OFFLEY at Heard I., late 1850's.
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- TOD, Giles M.S., "The last mystery ship," Motor Boating, pp. 30-31, 93-94, Nov. 1951. Ill. IRENE FORSYTH, ex IRENE MYRTLE.
- TOD, Giles M.S., "Sail in '50," Motor Boating, pp. 12-14, 101, Dec. 1951. Ill.
- WOODING, F.H., "Purse seiners to lobster pots," Canad. Geogr. J., v. 43, pp. 226-221, Nov. 1951. Ill. Round-up of contemporary Canadian fishing methods.

SAILING SHIP NEWS

- ALFRED & EMILY, Canad. aux. 3m. sch. (Built Meteghan NS 1938). 4 Oct. sighted burned out off w. coast Newfoundland by tug FOUNDATION LILLIAN.
- ALMIRANTE SALDANHA, Braz. aux. 4m. tr. sch. 22 Sep. arr Alexandria; sailed 2 Oct. for Beirut; due for a month's stay at Toulon for engine overhaul.
- DANMARK, Dan. aux. tr. ship. 3 Oct. arr Madeira; 8 Oct. sailed; 11th arr. Tenerife; 29 Oct. left St. Vincent CVI; 19 Nov. arr Barbados; sailed 26th; 6 Dec. left St. Thomas VI for Jamaica.
- FOZ DO DOURO, Port. m/s (ex ABRAHAM RYDBERG) "Laid up pending survey" in 1951/2. Lloyd's.
- HAMPTON ROADS, Aux. 2m. Sch. (built Boston 1929 as GAFFLY II. 1932 bought by Virginia Pilots Assn.) 1951 sold to Capt. Gabriel M. Perez-Imaz of Buenos Aires to become a freighter. 28 Nov. sailed Hamp Roads for Nassau; put back same day with engine trouble. 30 Nov. sailed again; towed back from off Carolina. 13 Dec. sailed again; 15th taken in tow by USCGC left now are a few S.P. ferries meeting the MARION off Kitty Hawk; and Norfolk 16th. trains; the San Rafael-Richmond auto ferry; MARGARETA (ex VALBORG), Finn. aux. 4m. sch. (built Victoria BC 1919 as WASHINGTON). Lost 27 Jan. 1950.

- OMEGA, Per. 4m. bk. Was ashore near Callao in July, but was refloated and repaired.
- PAMIR, Ger. aux. 4m. tr. bk. 15 Dec. ran trials in Kiel Bay; proceeded to Hamburg via the Skaw (her pole jigger mast will not pass under Kiel Canal bridges.) To load cement for Rio @ \$17.50. Has been fitted with water ballast tanks, 3 watertight bulkheads in the hold spaces, and cargo posts and derricks. She has an 1100-hp motor and a two-bladed propeller, which is later to be replaced by a feathering wheel. Heinz Schliwer, who owns her and PASSAT has been allocated the equivalent of \$1,000,000 for the fitting out of these two as training ships.
- SAMAR, floating warehouse (former 4m. sch). Reported in November to be taken to Lower California for chopping up as firewood on that treeless coast.
- SANTA CLARA, Cub. m/v (ex sch IRENE MYRTLE) Foundered off La Ceiba 21 Dec. 1950.
- VEGA, aux. sch. Dismasted off Papeete 24 Nov.; returned on her engine next day. Had sailed that day for Honolulu in a new passenger service.
- (With thanks to Heinz Burmester, Gordon Jones, Alec Brown, and W.N. Fenerin.)

BOOK REVIEWS

- HARLAN, George H., and Clement Fisher, Jr., "Of walking beams and paddle wheels; a chronicle of San Francisco Bay ferry boats," xv, 162 pp; 94 ill; 6 pl; index. Bay Books, Ltd., San Francisco, 1951. Price \$4.50.

Until the great bridges were built, San Francisco Bay had three or four different types of ferry service. There were the commuter boats, like the Key Route and Northwestern Pacific, which took San Franciscans to work in the morning from their suburban communities and brought them back to meet their trains at night. There were the passenger ferries of the transcontinental railroads, "Western Pacific, Santa Fe, and Southern Pacific (the latter boats also doubled in the commuter service), which took passengers and baggage across the Bay on the first or last leg of the long haul over the Sierra and Rockies. There were the auto ferries, which also took foot passengers on ferries, which hauled entire trains, locomotives and all, across Suisun Bay. All that are left now are a few S.P. ferries meeting the trains; the San Rafael-Richmond auto ferry; and the Oakland-Antioch's car ferry RAMON. Up to now, about all that was available in print on these services and the boats

that ran on them was a chapter added rather hastily to MacMillan's "Paddle-Wheel Days." Harlan and Fisher now, however, have filled the gap with a well-researched and wonderfully-illustrated full-length book on the subject.

Railroads seem to be the authors' main interest, and they have followed the tangled threads of railroad corporate history down the years. They also have appealed to the sentimental steamboat lover by emphasizing the walking-beam side-wheel aspects, neglecting the advanced diesel-electric and turbo-electric power plants, in which the value of these systems for commercial work had some of its earliest proof.

Largely neglected, also, is the point of view of the passenger. Whether you had arrived in Oakland by Pullman or had swung off an empty box-car in Oakland Yards, the S.P. ferry was your only means of reaching San Francisco, and the high and the lowly rubbed elbows together as the boats docked, waiting for the platforms to be lowered. Then there were the waiting rooms in the Ferry Building, where primitive animated cartoons flickered on a screen, interspersed with static advertisements; the moment of suspense while an attendant fumbled with the latch of the sliding door that opened the way to the boat; and the quick walk through dark corridors, with mingled smells from the florist shop, the popcorn counter, and the ever-present roasting coffee onto the waiting boat with its convey of shrieking seagulls.

The Key Route collected fares for both directions on the trains, so that a small boy, by keeping out of the way of the deck hands, could ride back and forth free all day, watching the busy commerce of the Bay. The Bridge did away with all this, and pedestrians are not allowed on it.

The authors have provided an appendix of dimensions, origin, and engineering particulars of the ferries, but several are omitted, there are some errors in the accounts of others, and in particular there is inadequate differentiation between single-enders and double-enders with a screw at each end, both kinds being described as "single screw."

HILL, John C.G., "Shipshape and Bristol Fashion," x, 110 pp; 47 ill. Journal of Commerce, Liverpool, (1951) Price 10/6.

This little book, written by a member of the firms, is a history of the ship-

building operations of Charles Hill & Sons of Bristol and their predecessors and successors, and of their associated shipowning activities. The author is of the fifth generation of Hills in the business, which was founded in the early 1700's by James Hillhouse.

Bristol shares with the port of St. Malo the doubtful distinction of having the greatest tidal range in Europe—a matter of 36 feet at springs—but in spite of that Bristol has continued to be both an important port of call and a shipbuilding center. Strangely enough, however, the Hill dockyard has built chiefly for other owners, while the majority of the vessels operated by the Hills, both before and after they established the Bristol City Line, were built in other yards. For a time, also, they built in Cardiff, and they are now getting a foothold in Avonmouth.

The 10 appendixes to the book list the ships involved in the various building and shipowning operations of the Hill interests. The building lists point up the difficulty that an outsider has in tracing a yard's output. Their mold-loft numbers run from 50 in 1821 to 107 in 1850; then they start again with 1 in 1853, running to 22 in 1877; then the iron and steel vessels go from 1 to 20 and 121 to 373, many of the higher numbers being oil tanks erected ashore. No. 13, incidentally, listed as bark SITA of 1889, has been listed in LOG CHIPS (v.I, p.34) as ex GLADYS (no.12).

THREE-MASTED SCHOONERS

The list of three-masters built on the Gulf and Atlantic continues on p.115. Two omissions to the previous installments have been noted. One is the twin-screw auxiliary PENSACOLA, built at Pensacola in 1918 by F.F. Bingham; 380 tons. She was sold to the French Government when new.

The other is the tiny auxiliary DOCTOR LYKES, built at Tampa, Fla., in 1899 for H.T. Lykes there, and sold to alien owners in 1913. Only 81 tons, she is credited with being the pioneer vessel of the present Lykes fleet out of Gulf ports.

R.H.I. Goddard Jr. sends word that the ALBERT H. WILLIS (1914) was lost off Dartmouth Ledge, Bay of Fundy, 25 Oct. 1941, and that HELVETIA (1905) is not in the 1947 Mercantile Navy List. WILLIAM H. DAVIDSON (1894) had registry abandoned early in 1914.

John Nolen of the National Archives has furnished fates and builders of several of the vessels on page 116.

THREE-MASTED SCHOONERS BUILT ON THE ATLANTIC AND GULF, continued from p.45

1892, continued		
JAMES A. SIMPSON	250 Port Clyde, Me.	Washburn M.R.Co. BRAZIL of Brazil, 1894
JOHN BOOTH	414 New London, Conn.	McDonald & Anderson 1903 lost in collision
LIZZIE A. WILLIAMS	128 Bethel, Del.	Geo.K.Phillips & Co.Scrapped 1924.
LUTHER M. REYNOLDS	382 Frederica, Del.	N. Lank 1896 lost at sea.
MADALENE COONEY	790 Waldoboro, Me.	A.R.Reed & Co. 1911 lost in collision.
OSCAR G.	250 Scranton, Miss.	George Trentz 1918 Nicaraguan.
R. T. RUNDLETT	271 Wiscasset, Me.	A.T.Rundlett Missing June 1916.
ROBERT P. CHANDLER	281 Bath, Maine	Kelley Spear & Co. Wrecked Cuba, July 1893.
WILLIAM H. DAVENPORT	256 Phippsburg, Me.	F.S.Bowker Wrecked Jan.1920.
1891		
A. R. KOENE	364 Columbia Falls, Me.	Isaac Carleton Lost 1901.
APBIE G. COLE	273 E.Nachias, Me.	Chas.J.Frye Wrecked 15 Dec.1910
AETNA	350 Brewer, Me.	S.H.Barbour Wrecked 30 Sep.1913
ALICE J. CRABTREE	378 Bath, Maine	Kelley, Spear & Co.Wrecked 7 Aug.1914
ASA T. STOWELL	419 E.Providence, R.I.	Providence D.D.Co. Missing Sept.1906.
BESSIE W. CREIGHTON	612 Thomaston, Me.	J.A.& G.A.Creighton Wrecked Jan.1895
CHARLES T. STRANN	229 Sharptown, Md.	Geo.K.Phillips & Co.1911 CHARLES L.ROHDE;
1927 KINKORA; 1942 aux; sold to Dominican owners.		
CHARLES & J.A.PINARD	503 Boston, Mass.	Jn.M.Brooks Lost 1892
CHARLOTTE W. MILLER	295 Waterford, Conn.	Benj.Stark Jr. 1918 WILLIAM H.DRAPER;
scrapped 1924		
COLLINS W. WALTON	450 Bath, Maine	Kelley, Spear & Co.1914 COTTONFIELD; lost
at Bermuda, 2 March 1915.		
D. HOWARD SPEAR	547 Bath, Maine	Kelley, Spear & Co.Foundered 33N, 77W,'11.
DAISY FARLIN	466 Bath, Maine	Kelley, Spear & Co.Foundered 18 Nov.1919
DONNA T. BRIGGS	204 W.Mystic, Conn.	A. Irving Sept.1916 lost Casco B.
DOUGLASS GREGORY	620 Dennisville, N.J.	Rich.S.Loeming Foundered Aug.1898.
ELIZA J. PENDLETON	751 Belfast, Me.	C.P.Carter & Co. Foundered 22 Feb.1906
ELLA G. BELLS	256 Rockport, Me.	Harkness & Bells Wrecked 4 July 1906.
ELIA L. DAVENPORT	543 Bath, Me.	New England Co. Foundered 1 Mar.1916
EMMA KNOX WILSON	371 Rockport, Me.	Carleton, Norwood & Co. Lost March 1911
ESTELLE	444 Bucksport, Me.	E.L.Bearley & Co. 1914 CONISLIFEE;
burned 7 April 1921 in 27-21N, 79-31W.		
FLORA MORANG	254 Richmond, Me.	Geo.H.Theobald Wrecked May 1905.
FRANK W. HOWE	572 Boston, Mass.	Wm. McKie Lost Feb.1904, west coast.
GEORGE T. JOY	570 Rockport, Me.	Carleton, Norwood & Co. Lost 1893.
GEORGE E. DUDLEY	407 Madison, Conn.	Wm.S.Crossley Foundered off Iceland'16.
GEO. E. VERNON	596 Boothbay, Me.	C.& G.M.Hodgdon Abandoned Nov.1895.
GREENLEAF JOHNSON	390 Bridgeport, Conn.	A.J.Beardsley & Son Scrapped 1920
HARLAND W. HUSTON	180 Bethel, Del.	Geo.K.Phillips & Co. Fndrd.'13 as barge HERO.
HARRY & GRACE REYNOLDS	405 New Haven, Conn.	H.H.Hanscom Lost Virgin Is.Jan'99.
HATTIE C. LUCE	335 Rockport, Me.	Carleton, Norwood & Co. Foundered Jan'12
HENRY H. CHAMBERLAIN	246 Phippsburg, Me.	F.S.Bowker Canadian'36; lost'37.
IRVINE THAYER	276 Rockport, Me.	Carleton, Norwood & Co. 1892 lost Hatteras.
ISABELLA GILL	585 Baltimore, Md.	Wm.Skinner & Sn. Missing Aug.1906.
J. PERCY BARTRAM	371 Bath, Me.	Kelley, Spear & Co.Sold to Newfoundland '00.
JAMES BAIRD	391 Camden, N.J.	Jn.L.Mills Foundered Jan.1899.
JAMES DAVIDSON	451 New London, Conn.	Jas.Davidson & Sn. Barge 1913; scrapped'37.
JENNIE THOMAS	691 Camden, N.J.	Morris & Mathis Abandoned 16 Nov.1908.
JENNIE R. TOMLINSON	166 Milton, Del.	Jas.P.Davidson Lost April 1898.
JOHN PAUL	410 Franklin, Me.	J.P.Gordon Foundered July 1914.
JOHN B. COYLE	685 Bath, Maine	Wm.Rogers ROSEFIELD 1914; 1915
sold to Spanish owners and ran. J. LLUSA PUIG		
JOHN H. BUTTRICK	627 Newburyport, Mass.	Geo.E.Currier Lost 1903
JOHN H. CANNON	232 Baltimore, Md.	Brusstar Bros. Lost Dec.1897.

1891, continued

JOHN S. DEERING	478 Bath, Maine	G.G. Deering	Foundered 5 March 1906
JOSEPH LUTHER	422 New London, Conn.	McDonald & Anderson	Lost 21 Jan 1901.
JOSEPH W. HAWTHORN	565 Bath, Maine	Morse Bros.	Foundered 14 Jan. 1914
JULIA A. WARR	213 Calais, Maine	Rideout & Lord	Lost at sea Dec. 1897
LACUNA	385 Port Jefferson, N.Y.	J.M. Bayles & Son	Nov. 1921 wrecked Cuba.
LEORA M. THURLOW	213 Bath, Maine	H.H. Donnell	Apr. 1920 lost Mexico.
LEVIN J. MARVEL	183 Bethel, Del.	G.K. Phillips & Co.	Still going
LULIE L. POLLARD	541 Milton, Del.	C.C. Davidson	Burned at sea Oct. 1908
MAGGIE M. KEOUGH	583 Milford, Del.	David Lank	Lost Nov. 1908 as HOWARD COMPTON.
MARGARET A. GREGORY	206 Rockland, Me.	I.L. Snow & Co.	Lost 1894.
MARTHA T. THOMAS	789 Thomaston, Me.	Nashburn Bros.	Lost 1903.
MARY E. O'YS	224 Bath, Maine	New England Co.	Wrecked 1 Jan. 1920.
MARY H. BROCKWAY	467 Waterford, Conn.	Benj. Stark Jr.	Wrecked 4 Jan. 1902
MAY & ANNA BESWICK	149 Milford, Del.	J. Abbott's Sns.	1922 rn JOSEPHINE WIM-SATT; sold to W. Indies Nov. 1938.
MILLIE R. BOHANNAN	686 Milford, Del.	J. Abbott's Sns.	Foundered 17 Feb. 1919
NIMROD	293 Kennebunk, Me.	Geo. Christensen	Wrecked 19 Mar. 1903
OLIVE T. WHITTIER	562 Rockland, Me.	G.A. Gilchrist	Lost June 1904.
PERCY W. SCHALL	239 Baltimore, Md.	Thos McCosker & Co.	Burned at sea Feb. 1896.
RHODE ISLAND	718 E. Deering, Me.	Geo. Russell	1897 GLADIS; 1916 sold to Alicante; rn ALICANTE 1918.
RICHARD B. CHUTE	306 Waterford, Conn.	Jn. G. Porter	Wrecked Nov. 1893
ROBERT C. McQUILLEN	464 New London, Conn.	E.H. Jones	Missing Dec. 1909.
S. B. MARTS	552 Dennisville, N.J.	Lewis Edwards	Nov. 1902 lost Hatteras.
S. G. HASKEILL	681 Millbridge, Me.	Austin Dyer	Foundered Feb. 1914
SYLVIA C. HALL	334 Bridgeport, Conn.	Wm. E. Hunt	Wrecked 18 March 1915
THOMAS WINSMORE	435 Milton, Del.	C.C. Davidson	Foundered 22 Dec. 1915
THOMAS H. LAWRENCE	374 Boston, Mass.	R. Crosbie & Son.	Junked New Bedford 1943.
THOMAS J. SHYROCK	175 Bethel, Del.	G.K. Phillips & Co.	Register abandoned 1945.
TOFA	621 Bath, Maine	A. Sewall & Co.	Foundered 27 Sept. 1915
VIATOR	778 Perry, Maine	J.B. Nutt	Lost 1905.
VILA Y HERMANO	327 Calais, Me.	Rideout & Lord	Sunk by steamer 1905.
WARWICK	610 Essex, Mass.	A.D. Story	Abandoned 1901; derelict.
WATERMAN A. TAFT JR.	448 Boston, Mass.	Wm. T. Green & Son	Lost Mexico Nov. 1894.
WILLIAM CHURCHILL	432 New London, Conn.	Jas. Davidson & Son	Missing Nov. 1904
WILLIAM H. SUMNER	572 Camden, Maine	I. Coombs & Co.	Wrecked 8 Sept. 1919
WILLIAM T. PARKER	178 Milton, Del.	C.C. Davidson	Register abandoned 1935.
1890			
ABBIE BOKER	191 Phippsburg, Me.	F.S. Bowker	Wrecked Bahamas Nov. '18.
ADDIE P. McFADDEN	251 Bath, Maine	H.H. Donnell	Sold foreign 1921.
ADELE BALL	422 Milford, Del.	J. Abbott & Sns.	Lost Bahamas 3 May 1899
ALBERTINE ADONE	716 Bath, Maine	Kelley & Spear	Foundered April 1889.
ALMA CUMINGS	532 Boston, Mass.	Wm. McKie	Lost at sea 8 Feb. 1895
ALOHA	638 Bath, Maine	A. Sewall & Co.	Lost at sea 14 Jan. 1899
ANNA PENDLETON	548 Millbridge, Me.	Austin Dyer	Missing 1904.
ANNA M. STAMMER	419 Bath, Maine	T.S. Crosby	Capsized 1906.
BENJ. C. FRITH	888 Thomaston, Me.	Dunn & Elliot	Wrecked S. Car. 28 June '09.
BERTHA LOUISE	231 Bath, Maine	Kelley & Spear	Missing Feb. 1903
CACTUS	534 Bath, Maine	New England Co.	1905 rn MARK PENDLETON; lost on Cobb I., Va., 26 June 1918
CAROLINE C. FOSS	381 Franklin, Me.	J.P. Gordon	Lost 1899.
CARRIE E. LOOK	530 Rockland, Me.	Cobb Butler & Co.	Missing Dec. 1916.
CARRIE T. BALANO	630 Thomaston, Me.	Nashburn Bros.	1898 rn SEDGWICK; missing Feb. 1902
CELIA F.	412 Brewer, Me.	S.H. Barbour	Lost off Cuba Jan. 1915
CHARLES A. GILBERG	485 Columbia Falls, Me.	Leverett Strout	Foundered Nov. 1911
CHARLES K. BUCKLEY	507 Millbridge, Me.	Austin Dyer	Lost 15 Apr. 1914.

(to be continued)

IRON AND STEEL SAILING SHIPS BUILT IN GERMANY, CONTINUED FROM PAGE 108.

1892, contd.

PISAGUA	4m. Bark	2852 J.C. Tecklenborg, Ge.	F. Laeisz, Hm. Lost '13.
PLACILLA	4m. Bark	2845 J.C. Tecklenborg, Ge.	F. Laeisz, Hm.
OPTIMA	1900	Rederi A/G v. 1898, Hm.	wrecked 18 Jan. 1905, Haisbro.
SEESTERN	Bark	1517 Blohm & Voss, Hm.	T. F. Finboke, Hm.
SENATOR PETERSEN	Ship	1815 S.W.v.H. Koch, Lu.	A. H. Vappaus, Hm.
RODUNBEK		Knöhr & Burchard, Hamburg	Missing 1908.
SUSANNA	Ship	1989 Blohm & Voss, Hm.	G. H. J. Siemers, Hm.
THEKLA	Ship	1995 Blohm & Voss, Hm.	G. H. J. Siemers, Hm.

1891

AGNES	3m. Sch	Schöner & Jensen, Tönning	Sauerland Gebr., Hm.
ALICE	Ship	2152 Bremer S/B Ges., Vegesack	D. H. Vätjen & Co., Br.
ONAHA	1915	Rederi A/G v. 1896, Hm.	
ARIADNE	Ship	1785 A/G Neptun, Rostock	M. G. Amsinck, Hm.
BREMEN	3m. Sch	340 Joh. Lange, Vegesack	Seetzen Gebr., Hm.
CHRISTINE	4m. Bark	1978 J.C. Tecklenborg, Ge.	J. D. Bischoff, Br.
LENI	1906	T. C. Schramm, Hm.	
ELISE	Bark	923 S.W.v.H. Koch, Lu.	C. G. Beermann, Elsfleth
FRANZ	Bark	1090 S.W.v.H. Koch, Lu.	G. Eilers, Brake
FRIEDA MAHN	Bark	1369 A/G Neptun, Rostock	Helmut Mentz, Rostock
BON PREMIER	1915	Soc. Gen. de Trans. Marit. a Vapeur, Cherbourg	
HAMBURG	3m. Sch	340 Joh. Lange, Vegesack	Seetzen Gebr., Hm.
HEBE	4m. Bark	2722 Blohm & Voss, Hm.	B. Wencke Söhne, Hm.
HELIOS	Bark	1807 Flensburger SB Ges, Fl.	Wachsmuth & Krogmann, Hm.
HINRICH	Bark	407 Schöner & Jensen, Tönning	J. A. Reinecke, Hm.
IRENE	Bark	1123 S.W.v.H. Koch, Lu.	Gebr. Hustedt, Elsfleth.
LINA	Bark	496 Bremer SB Ges, Vegesack	F. Hilken, Vegesack
NESAIA	Ship	1790 Bremer SB Ges, Vegesack	Gildemeister & Ries, Br.
BARMEN	1922	Robert H. Loesener & Co. Ltd., Hamburg	Scrapped 1925
PAMPA	Ship	1777 A/G Neptun, Rostock	F. Laeisz, Hm.
PREUSSEN	Ship	1773 Blohm & Voss, Hm.	F. Laeisz, Hm.
POSEN	1902	F. Laeisz, Hamburg.	Lost 14 Oct. 1909, S. Atlantic
RIGEL	Ship	1983 J.C. Tecklenborg, Ge.	J. A. Fritze & Co., Br.
SIRIUS	Ship	1834 J. Lange, Vegesack	Siedenburg, Wendt & Co., Br.
ALEXANDER ISENBERG	1910	J. C. Pflüger, Bremen	
WEDLE	3m. Sch	327 Tönning, Schöner & Jensen	H. Fischer, Veile, Den.

1890

ANNA RAMIEN	Bark	1320 S.W.v.H. Koch, Lu.	E. tom Dieck, Elsfleth
NORDWIND	1907	F. L. Sloman, Hamburg	
ARTEMIS	Bark	1463 Rostocker A/G, Rostock	M. G. Amsinck, Hm.
SINETRA	1910	Carl Bech & Co., Tvedestrand	
FIOL	1916	A/S Fido (Mathias Hansen, mgr.), Kristiansand	
INDIANGIRL	1918	T. Torgersen, Tønsberg	Out of register 1925.
CHARLOTTE	Iron Bark	1308 Joh. Lange, Vegesack	Adolf Schiff, Elsfleth
PIETRINA	1918	D. Escobar y Cia., Buenos Aires	
CONCORDIA	Iron Bark	1315 Joh. Lange, Vegesack	I. G. Lübken, Elsfleth
J. C. GLADE	Bark	1408 Bremer SB Ges., Vegesack	J. C. Pflüger & Co., Br.
OCEAN	1905	Ellora & Søn, Brake	
YUBA	1911	M. Nielsen, Larvik	
J. V. WENDT	Ship	1315 J. Lange, Vegesack	Siedenburg, Wendt & Co.
H. S. EVERETT (SS)	1921	Malaysian Nav. Co., Manila	Engined at Osaka.
UNION	1928	Vincente Madrigal, Manila	
NERIDE	Ship	1023 Bremer SB Ges, Vegesack	Gildemeister & Ries, Br.
PERA	Ship	1758 J.C. Tecklenborg, Ge.	F. Laeisz, Hm. Sunk '17.
STERNA	Bark	1432 S.W.v.H. Koch, Lu.	G. Bolte, Elsfleth.

1889

ANAKONDA	Iron Bark	1483	Germaniaverft, Kl.	Ed. Holtzapfel, Hm.
ANTI GONE	Iron Bark	1477	Germaniaverft, Kl.	M.G. Amsinck, Hm.
C. H. WÄTJEN	Steel Ship	1823	Bremer SB Ges., Vegesack	D.H. Wätjen & Co., Br
MARGA	Steel Bark	1074	S. v. H. Koch, Lu.	G. Eilers & Sn, Brake
FURST BULOW				
NAUTIK				
WESTFALEN				
Wilhelm Hemsoth A/G, Emden				
MERIDIAN	Iron Bark	1476	Germaniaverft, Kl.	O.G. Gabel, Hm.
LEITIZIA				
L. Castellano, Naples				
Scrapped 1935				
NEREUS	Steel Ship	1334	Bremer SB Ges., Vegesack	Gildemeister & Ries, Br
PALMYRA	Steel Ship	1796	Blohm & Voss, Hm.	F. Laeisz, Hm. Lost '08.
PARCHIM	Steel Ship	1308	J.C. Tecklenborg, Ge.	F. Laeisz, Hm. Scrapped '25.
POTSDAM	Steel Bark	1463	Blohm & Voss, Hm.	F. Laeisz, Hm. Lost 1891.
SELENE	Steel Bark	1319	Rostocker A/G, Ro.	Wachsmuth & Krogmann, Hm.
SENATOR VERSMANN	Steel Ship	1343	Rostocker A/G, Ro.	A.H. Wappäus, Hm.
SACHSEN				
J. Vimmer & Co., Lisbon (German flag)				
PORTUGAL				
1916 Orlando de Mello do Rego, Lisbon				
SIAM	Iron Ship	1755	Joh. Lange, Vegesack	D. Cordes & Co., Bremen
TITANIA	Iron Bark	1108	Bremer SB Ges., Vegesack	C. Neynaber, Elsflath
1888				
NAJADE	Steel Ship	1752	J.C. Tecklenborg, Ge.	Red. Visurgis A/G, Br.
NECK	Iron Ship	1562	Bremer SB Ges., Veg.	Gildemeister & Ries, Br.
PAMELIA	Steel Bark	1442	Blohm & Voss, Hm.	F. Laeisz, Hm. Scrapped '28.
PERGAMON	Steel Bark	1447	Blohm & Voss, Hm.	F. Laeisz, Hm. Missing '91.
1887				
DREHNA	Iron Ship	1504	Bremer SB Ges., Veg.	D.H. Wätjen & Co., Br.
G. H. WAPPÄUS	Iron Bark	1270	Flensburger SB Ges., Fl.	A.H. Wappäus, Hm.
GULDRETN				
1905 H. Hansen, Lillesand				
POTRIMPOS	Steel Bark	1273	Blohm & Voss, Hm.	F. Laeisz, Hm. Lost 1896.
PROMPT	Steel Bark	1445	Blohm & Voss, Hm.	F. Laeisz, Hm. Scrapped '36.
THALIA	Iron Bark	1464	A/G Neptun, Rostock	B. Vencke Söhne, Hm.
1886				
ATALANTA	Bark	1093	Germaniaverft, Kl.	M.G. Amsinck, Hm.
FERDINAND FISCHER	Iron Ship	1782	Flensburger SB Ges., Fl.	A. Bunnemann, Br.
GUDRUN	Iron Bark	1476	Rostocker A/G, Ro.	C.M. Matzen, Hamburg
JULIO TEÓDORO	Iron Bark	1251	Flensburger SB Ges., Fl.	Bahr Gebr., Hm.
DORADE				
1912 Joh. J. Hassel, Risør.				
Lost 1919.				
LILLA	Iron Bark	1125	A/G Neptun, Rostock	F. Th. Eckhusen, Hm.
NIXE	Iron Ship	1720	H.F. Ulrichs, Vegesack	Gildemeister & Ries, Br.
RICHARD WAGNER	Iron 4m. Bk	2084	J.C. Tecklenborg, Ge.	Builder
HERA				
1886 B. Vencke Söhne, Hamburg.				
Lost c. 1914				
1885				
ANNA	Iron Bark	1138	Germaniaverft, Kl.	C.W. Matzen, Hm.
BIRMA	Iron Bark	1550	Joh. Lange, Vegesack	D. Cordes & Co., Br.
MARYETTA				
1905 Brunsgaard, Johann; Drammen				
Foundered Nov. 1914				
HEDWIG	Steel Bk	353	G. Howaldt, Kiel	C. Sodermann, Barth
J. C. JULIUS	Iron Bark	1133	A/G Neptun, Rostock	J. Hintze, Hm.
LUNA	Iron Bark	846	Germaniaverft, Kl.	Wachsmuth & Krogmann, Hm.
MOEWE	Iron Bark	1130	Germaniaverft, Kl.	Gebr. Hustede, Elsflath
PAPOSO	Iron Bark	1062	Blohm & Voss, Hm.	F. Laeisz, Hm. Lost 1918.
PLUS	Iron Bark	1259	Blohm & Voss, Hm.	F. Laeisz, Hm. Lost 1933.
POLYMNIA	Iron 4m. Bk	2129	Blohm & Voss, Hm.	B. Vencke Söhne, Hm.
URSULA	Iron Ship	1497	H.F. Ulrichs, Vegesack	D.H. Wätjen & Co., Br.

1884				
ELIZABETH	Iron Bark	860 Germaniawerft, Kl.	C.M.Matzen, Altona	
JULIUS PALM		R. Palm, Malmo		
EUROPA	Iron Bark	1256 Blohm & Voss, Hm.	Siemens & Co.	
KRIEMHILD	Iron Bark	831 Germaniawerft, Kl.	C.M.Matzen, Altona	
LIBUSSA	Iron Ship	1783 Flensburger SB Ges, Fl.	J.C.Pfluck, Hm.	
STRASBOURG		1893 A.D.Bordes et fils, Dunkirk.	Scrapped 1914	
MERCATOR	Iron Bark	833 Germaniawerft, Kl.	H.Hoh & Co., Blankenese	
PESTALOZZI	Iron Bark	1062 Blohm & Voss, Hm.	F.Laeisz, Hm.	
CLAUDIA		1919 R.K.Bager, Marstal		
PESTALOZZI		1934 Gustaf Erikson, Mariehamn	Scrapped 1937.	
SENTA	Iron Bark	1061 Blohm & Voss, Hm.	J.J.Breckvoldt, Elbmese	
NUMBER THREE		1896 (barge) USA		
SWAMP FIDELIS		(barge) Sipey Barge & Towg.Co.	Register abnd.1928	
SOLIDE	Iron Bark	900 J.Lange, Vegesack	Gebr.Hustede, Elsfleth	
DAGMAR		1906 Hjalmar Knudsen, Lillesand		
1883				
PIRAT	Iron Bark	1053 Blohm & Voss, Hm.	F.Laeisz, Hm.	
MANORA		1909 M. Brunsgaard, Drammen		
1882				
AURORA	Iron Bark	1079 Blohm & Voss, Hm.	M.G.Amsinck, Hm.	
BANCO MOBILIARO	Iron Bark	1086 Blohm & Voss, Hm.	H.Fülsch & Co., Hm.	
PARSIFAL	Iron Bark	1075 Blohm & Voss, Hm.	F.Laeisz, Hm. Lost c.1886.	
1881				
ADELAIDE	Iron Ship	1317 H.F.Ulrichs, Vegesack	D.H.Wätjen & Co., Br. Lost	1900
1880				
FLORA	Iron Bark	996 Blohm & Voss, Hm.	M.G.Amsinck, Hm.	
1879				
OKEIA	Iron Bark	721 Flensburger SB Ges, Fl.	Eug.Cellier, Hm.	
SCHILLER	Iron Bark	1261 H.F.Ulrichs, Vegesack	D.H.Wätjen & Co., Br.	
1878				
ANTARES	Iron Ship	1145 H.F.Ulrichs, Vegesack	J.A.Fritze & Co., Br.	
JUNO		1906 C.Beck, Tvedestrand.	Submerged June 1917	
ARCTURUS	Iron Ship	1145 H.F.Ulrichs, Vegesack	W.A.Fritze & Co., Br.	
COPERNICUS	Iron Ship	1235 Reihersteig S/W, Hm.	R.M.Sloman, Hm.	
KEPLER	Iron Ship	1235 Reihersteig S/W, Hm.	R.M.Sloman, Hm.	
LEVUKA	Iron Bark	448 C.H.Kraus, Harburg	H.F.A.Tvers, Hm.	
VINCENZIO		Giuseppi Esposito, Castellamare		
UNION				
LEVUKA		1903 O.Th.Bjordan, Kragør		
ERRI CUCCIO		1912 A.Camelia, Torre del Greco		
MUSCA	Iron Bark	720 H.F.Ulrichs, Vegesack	J.H.Hustede, Elsfleth	
ELDA		1893 Chr.Nielsen, Kristiania.	recked Nov.1903	
NAUTILUS	Iron Bark	745 Reihersteig S/W, Hm.	A.H.Arnold, Brake	
NIAGARA	Iron Bark	712 Reihersteig S/W, Hm.	A. Loff, Altona	
PHONIX	Iron Bark	714 Flensburger SB Ges, Fl.	N.J.Outzen, Spänderho.	
THALIA	Iron Ship	1092 Flensburger SB Ges, Fl.	J.C.Pfluck, Hm.	
URANIA	Iron Ship	1131 Reihersteig S/W, Hm.	B.Jencke Sphne, Hm.	
1877				
CONSTANZE	Iron Ship	1004 Flensburger SB Ges, Fl.	Gebr.Hustede, Elsfleth	
DIONE	Iron Bark	663 Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.	
EXCELSIOR	Iron Bark	643 Reihersteig S/W, Hm.	Berend Roosen, Hm.	
FÜRST BISMARK	Iron Bark	992 A/G Weser, Br.	Fritze & Gerdes, Br.	
BELLVILLE				
INDRA	Iron Bark	717 Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.	
KAISER WILHELM	Iron Ship	992 A/G Weser, Br.	Fritze & Gerdes, Br.	

(continued on next page)

1877 (continued)

PEIHO	Iron	Bark	448 H.F.Ulrichs, Vegesack.	Gildemeister & Ries, Br.
REGULUS	Iron	Ship	1145 H.F.Ulrichs, Vegesack	W.A.Fritze & Co., Br.
SCHIFFSWERFT	Iron	Ship	905 Flensburger SB Ges., Fl.	F.W.Selck, Flensburg.
LUIGIA			Luigia Sanguinetti, Spezia	
SOPHIE	Iron	Bark	499 Reihersteig S/W, Hm.	August Bolten, Hamburg
VENUS			Rederi A/S J.P.Holm, Nordby-Fanø,	
WEGA	Iron	Ship	1145 H.F.Ulrichs, Vegesack	W.A.Fritze, Bremen

1876

ANNA CECILIA	Iron	Bark	355 Flensburger SB Ges, Fl.	Agent Fischer, Apenrade
ASANTE	Iron	Brig	302-N H.F.Ulrichs, Vegesack	Herr Bagelmann
MELPOMENE	Iron	Ship	1061 Reihersteig S/W, Hm.	B.Jencke Söhne, Hm.
SPIGA	Iron	Bark	947 H.F.Ulrichs, Vegesack	W.A.Fritze, Br.

1877

ARGO	Iron	Sm.-	1015 Reihersteig S/W, Hm.	M.G.Amsinck, Hm.
CAPELLA	Iron	Bark	947 H.F.Ulrichs, Vegesack	W.A.Fritze, Br.
DORIS BRODERSEN	Iron	Ship	679 Flensburger SB Ges., Fl.	A/S Nordby, Nordby-Fanø
ELLA	Iron	Bark	464 Reihersteig S/W, Hm.	C.Woermann, Hm.
HERMANN	Iron	Ship	877 A/G Weser, Br.	Fritze & Gerdes, Br.
MARGARETHA GAISER	Iron	Bktn	387-N Flensburger SB Ges, Fl.	G.L.Gaiser, Hm.
THALASSA	Iron	Bark	700 Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.
WILHELMINE	Iron	Ship	877 A/G Weser, Br.	Fritze & Gerdes, Br.

1874

POLYNESIA	Iron	Ship	1014 Reihersteig S/W, Hm.	F.Laeisz, Hm. Lost 1890.
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1873

ADOLPH	Iron	Bark	581-N C.H.Kraus, Harburg	Aug.Bolten, Hm.
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1871

HERCULES	Iron	Bark	561-NT C.H.Kraus, Harburg	C.Paulsen, Elsfleth
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1870

DOROTHEA	Iron	Bark	1023 Reihersteig S/W, Hm.	C.Woermann, Hm.
EUROPA	Iron	Bark	1033 Reihersteig S/W, Hm.	M.Arnesen & P.Siemsson, Hm.
GUSTAV ADOLPH	Iron	Bktn	319-N Reihersteig S/W, Hm.	H.H.Schwank, Hm.
JOHANNES u. ETELIE	Iron	Bark	318 Reihersteig S/W, Hm.	C.Woermann, Hm.
MOLTKE	Iron	Ship	880 Reihersteig S/W, Hm.	Fritze & Gerdes, Br.

1869

FORTUNA	Iron	Bark	978 Reihersteig S/W, Hm.	M.Arnesen, Hm.
SELENE	Iron	Ship	c.950 Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.

1868

AUGUSTA	Iron	Bark	c.410 Reihersteig S/W, Hm.	A.Alm, Tønsberg
BALTIC	Iron	Bark	Matzen, Sonderburg (built about 1868)	
DORETTE	Iron	Ship	878 Reihersteig S/W, Hm.	P.de Voss & C.L.Melosch, Altona
WAIMEA			1874 New Zealand Shipping Co.	Lost 1902.
JOHANN CAESAR	Iron	Bark	408 Reihersteig S/W, Hm.	J.C.Goddefroy & Sn., Hm.
PETER GODDEFROY	Iron	Bark	410 Reihersteig S/W, Hm.	J.C.Goddefroy & Sn., Hm.

1867

HELENE DONNER	Iron	Ship	732 Reihersteig S/W, Hm.	Etatsrad Donner, Altona.
UNDINE	Iron	Ship	736 Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.

1866

HELIOS	Iron	Ship	735 Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.
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1865

EUGENIE	Iron	Ship	712 Reihersteig S/W, Hm.	A/S Eugenie, Sandefjord.
FLOTTEBEK	Iron	Bark	544 Reihersteig S/W, Hm.	

PROFESSOR			F.Laeisz, Hm.	Lost Feb.1898, New Caledonia.
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1861

PRINZ ALBERT	Iron	Ship	602 Reihersteig S/W, Hm.	R.M.Sloman, Hm.
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1858

DEUTSCHLAND	Iron	Ship	867 Reihersteig S/W, Hm.	Hm.Amer.Pak.A/G, Hm.
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(for earlier German-built iron vessels see page 105)